6-1942

Amsterdam News
New York, N. Y.

MISS WILLA B. BROWN, high ranking American aviatrix who was appointed adjutant for the 111th Flight Squadron, Illinois wing, Civil Air Patrol, based at Harlem Airport in Chicago. Nucleus of the outfit are students and staff members of the Coffey School of Aeronautics of which Miss Brown is director.

Daily World
Atlanta, Georgia

Curtail NYA Program In Chicago; Robinson Is Out

CHICAGO—(ANP)—Curtailment of the NYA program here and the establishment of a policy which NYA executives say will result in greater integration of Negro youth into the general program of training for national defense took place here last week. The only center completely staffed by Negroes, the south side center located at Poro college, was ordered disbanded. Its aviation equipment and auto-mechanical setup will be transferred elsewhere under this plan.

About 80 colored boys who were in residence there are to be transferred to other projects scattered throughout the state. Col. John H. Robinson who instituted the program at this center and who has had charge of it for several years, is leaving the organization.

Prompt protest followed the announcement of the abandoning of the southside project by Miss Mary Stuart Anderson, state director; Charles P. Browning, regional director, and Russell R. DeBow, assistant state aide. The Chicago Citizen's Committee for the Advancement of Job Opportunity and Morale for Negroes was promptly formed with Oscar C. Brown, manager of the Ida B. Wells Housing project; Victor Lewis, coordinator vocational training for the Chicago Board of Education. Samuel Stratton, DuSable High school faculty; the Rev. Richard Kellar, Euclid Taylor, president of the National Bar association, and the Rev. Joseph M. Evans, pastor of Metropolitan Community church, who became chairman, active in starting a movement to retain the center where it was.

Speakers pointed out that integration in this instance meant moving the boys to one of the nine centers throughout the state which had cost $100,000 each but where the colored boys occupied separate barracks and in other ways were separate from the white boys on the projects.

Miss Anderson pointed out that the whole trend of the Illinois NYA was to integrate Negro youth into defense industry training on the same basis of training as other youth have had. No mention was made of the fact that at one time 50 white boys were taking training at the Negro center and which showed the democratic character of the state administration. Observers have felt that the sparse attendance at some of the state centers and their high cost of operation as contrast with the waiting list at the south side center led to a desire to swell numbers at the state owned projects.

Journal and Guide
Norfolk, Virginia

Appeals For The Saving Of Pilot School

Congressman Writes To Head Of The Nation

WASHINGTON — (ANP) — An appeal was made to Secretary of War Henry L. Stimson to save the last remaining Negro school for civilian pilot training located at Chicago. The request for assurance that the school would not be closed sent by U. S. Rep. Raymond S. McKeough (Dem., Chicago).

The congressman also asked that the war secretary express favorable remarks on the proposition that every facility be extended to young Negroes to assure them an equal opportunity to continue their war training. This would enable them to contribute to the nation's war needs, McKeough said.

ASKS COOPERATION

"I am sure it is your attitude, as it is, of course, mine," wrote McKeough, "that every possible contribution should be made by our government to cooperate to the fullest degree in aiding everyone, and especially the young Negroes, who as members of a race have contributed so much and so willingly to the defense of their country, and thus insure that no impediment be allowed to deny them their right to serve their country as commissioned officers in the air force of our nation."

"I shall appreciate an expression from you," continued the letter, "of assurance that every facility shall be extended to the young Negroes to insure equal opportunity to them to continue their training and thus enable them to contribute to our nation's ned in these critical hours their patriotic service by assigning them to the air force as commissioned pilots."

The correspondence came as the result of a letter Miss Willa Brown, co-ordinator of civilian pilot training, Harlem Airport, Oaklawn, Ill., had written the solon describing difficulties experienced by young Negroes seeking to join the air corps.

THE COFFEY SCHOOL

Early in 1940 the Coffey School of Aeronautics, at Chicago conducted an experimental program at the request of the government to prove that Negroes were worthy fliers and Negro instructors could do a good job. The experiment was conducted through a unit of the civilian pilot training program.

The experiment was so successful that the 99th Pursuit squadron was established and ten Negro colleges began participating in the civilian training program. Negroes were generally regarded as making progress in the field of aviation.

PICTURE HAS CHANGED

"Within the last month, however, the picture has changed completely," Miss Brown explained to McKeough. "In making a survey, we find that because of the reorganization of the civilian pilot training program now under supervision of the war department, all 10 Negro colleges throughout the country have had to fall out of the program.

Only one Negro school is left. That is the Coffey school in Chicago and unless the government feels the need of retaining at least one Negro school in civilian pilot training program it is not known how long this one will continue to operate."

957 NEGROES HELD '41 PILOT LICENSES

Pittsburgh Courier

WASHINGTON, D. C., May 21.—Pilot licenses were held my 957 Negroes in 1941, according to records made available by the Civil Aeronautics Administration and compiled by the Census Bureau.

That number compares with 495 in 1940, practically doubling the number of student, private and commercial licensed pilots. Student pilots, however, were far more numerous than pilots with other ratings; they accounted for slightly more than three out of every four Negro licensed pilots.

MANY HOLD SPECIAL RATING

The numbers in each grade follows ccommercial pilots, 16; limited commercial, no longer issued, 1; private 207; solo, expired last year, 6, and student, 727.

In addition to their pilot licenses, 18 Negroes held special ratings, 10 were ground instructors; 4 were mechanics, and 4 were flight instructors.

In 1940, the Civil Aeronauticc Administration, with the co-operation of colored educational institutions and aeronautical organizations, provided for the training of colored civilian pilots at various places throughout the United States.

New York Times
New York, N. Y.

'BLACK EAGLE' JULIAN BECOMES A CITIZEN

SEP 29 1942

Former Ethiopian Air Minister Is an Air Corps Sergeant

BOSTON, Sept. 28 (AP)—Hubert Fauntleroy Julian, "the Black Eagle of Harlem," gained a new distinction today — United States citizenship.

Now a sergeant in the Army Air Corps, Julian was sworn in during a special naturalization session before Judge S. Sweeney in Federal District Court.

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"Colonel" Julian, once the Minister of Air of Ethiopia, has been in several disagreements with government authorities over his citizenship. Born in Trinidad, B. W. I., he had been a citizen of Ethiopia, and, in 1936, had voluntarily adopted Italy as his homeland, calling himself Huberto Fauntleroyana Juliano.

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When he attempted to enlist in the Air Corps last July Julian was informed that his status as an alien barred his acceptance at the recruiting office. However, at the Selective Service induction station at Fort Jay, he was accepted for service under the terms of a "permissive" rule and was promtly sent to Camp Upton, L. I.

Known as one of the most air-minded individuals of his race, Julian, an admirer of colorful uniforms and self-bestowed titles, offered his services as a flier to the Finnish Government in April, 1940, but the first war with Russia was over before he sailed. Later that year, he tried to join the R. A. F., but his flying test almost ended in a crack-up and he returned to Harlem.

SEP 29 1942

When he returned to the United States from Ethiopia in 1936, after cracking up the royal plane of Emperor Haile Selassie, Julian was informed by immigration authorities that he did not have proper entry papers. After an investigation he was permitted to remain, but soon turned up again in France, where he remained until a few months after the war started.

On his return to New York he announced plans for helping France by raising $1,000,000 among the 20,000,000 American Negroes to send to France 2,000 nurses, 200 surgeons, fifty pilots and ten hospital planes, all the pilots to be Negroes. Before this project got started, however, France fell and Julian made other plans.